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The quantity of empty freight cars, despite increased activity on the railroad network during the fall months, has decreased in September. The number of loaded cars on the railroad systems has increased considerably.

SHIPMENTS FOR WINTER STOCKPILES -- Gudok, No 116, 28 Sep 49

The Sverdlovsk Railroad System has established strict control over loading and shipping of ore, coal, fluxes, and refractory materials to Ural enterprises. The station of Smychka is shipping ore from the Vysokogorsk mines, as well as fluxes and coke. The station of Blagodat' is shipping iron ore from the Goro-blagodatsk mines to the Novyy Tagil Metallurgical Plant, the Metallurgical Plant imeni Serov, the Nizhnyaya Salda Metallurgical Plant, and others. The station of Bulmash has sent 357 cars of coal above plan to industrial enterprises during September. The stations of Krasnyy Zheleznik, Polunochnoye, and Bilimbay are shipping raw materials and fuel. The Sverdlovsk System has introduced shipping local freight on an hourly basis. This has improved loading of winter stocks, especially on the Nadezhdinsk, Sverdlovsk, and Nizhniy Tagil divisions.

Nikitovka station on the North Donets System is shipping coking coal to the Dneprodzerzhinsk Plant. This station has also loaded coal from mine No 4-5 of the "Gorlovskugol'" Trust to be shipped to Yenakiyevo and Makeyevka enterprises. Bezhamovki station on the Krasnyy Liman division has sent coal to plants in Dnepropetrovsk, the city of Zhdanov, and Rutchenkovo.

The South Donets System has pledged to supply industrial enterprises of the Donets Basin and of the Dnepr region with the necessary winter supplies of coal, fluxes, refractory materials, and construction materials. The September plan for shipping coke, fluxes, and refractory materials has been exceeded considerably. The station of Makeyevka is first among the coal-loading stations, having shipped 11,792 tons of coal above plan. In the stations of Yasinovataya, Khanzhenskovo, Stalino, and in Rutchenkovo and Yenakiyeva coke is being loaded above the September plan. The stations of Yelenovka and Kuteynikovo have shipped hundreds of cars of fluxes above plan to metallurgical plants in Stalino Oblast.

The Tayga division of the Tomsk System has shipped above plan 1,290 cars of coal from the Kuznetsk Basin to industrial enterprises. The station of Kandalets is one of the largest coal-loading stations on the Tomsk System.

The station of Gubakha on the Perm' System is shipping coal and coke to enterprises in Molotov Oblast.

The stations of Shemanikha, Bystrukha, and Mineyevka of the Gor'kiy System have begun shipments of forest products in trains made up in stages. The station of Sukhobezvodnoye has completed the quarter plan for shipping firewood to Moscow and Gor'kiy.

WINTER PREPARATIONS NEGLECTED -- Sovetskaya Sibir', No 163, 19 Aug 49

In June, the Tomsk Railroad System exceeded the 1950 transport rate by 14 percent. In making preparations for winter operations, the system has pledged to create a reserve in loading and unloading. In July, however, it did not meet the plan for such major items as coal, ore, timber, and grain. The chief blame for this failure belongs to the directors of the traffic and freight services which have not taken measures to improve the coordination between clients and railroad workers.

The necessary regularity in operations has not yet been achieved. Throughout the system, not more than 20-25 percent of the loading is done during the first half of the 24-hour period, with a subsequent lag in meeting schedules.

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Empty cars are assembled and formed into trains at an extremely slow rate, with the result that several junctions and sections accumulate a large number of cars above the norm, while loading sections do not have sufficient empty cars.

The drive to accelerate car turnaround time is proceeding extremely unsatisfactorily. In 6 months, the system fulfilled only 82 percent of the assignment for turnaround time. Delays occur mainly at industrial and distributing stations. The Ussatuy and Tayga stations are particularly at fault in this respect. Layover of cars in transit at the Novosibirsk Passenger Station (head, Turin) exceeds the norm 150 percent and 200 percent in freight operations. In July, the station set a record in the number of train layovers.

Winter preparations were begun late throughout the system. Capital repair and construction of service buildings, housing, schools and hospitals must now be speeded. Construction of roofs for the car and locomotive depots in Novosibirsk and Belotnoye are behind schedule. "Dorstroy" (railroad construction), which is doing the work, has complained of a lack of manpower, but at the same time is not using advanced construction methods and equipment. Repair of depot and station tracks is going slowly, as is preparation of snow removal equipment. Construction of permanent snow fences has not yet been started. Rolling stock is in a serious condition. Procurement of spare parts, lubricants and other materials is behind schedule. Only two of the 14 automatic control points have been put in good order.

The system still plans to complete the 1949 loading and unloading plans ahead of schedule and to haul 50,000 tons of coal above plan for 1949.

Gudok, No 113, 21 Sep 49

The northern sections of the Turkestan-Siberian Railroad System are lagging with preparations for winter. On the Zharmasubsection, only 38 percent of the year plan for preventive works has been completed. The head of the subsection explains the poor condition of the track by a lack of materials and labor. At the same time, little running repair of the track is being done. The subsection is doing little to prepare for snow. According to the plan, 1.5 kilometers of permanent snow fences should be built and 11 kilometers should be repaired, but nothing is being done. Lack of lumber is given as a reason for this delay, but an inspection revealed several cubic meters of lumber in a shop yard. The plan for making new temporary snow fences has not been completed, although the necessary planks for these have been found, as well as lumber for the permanent fences.

The situation is no better on the Matay subsection. Many kilometers of track have not been anchored against creeping, and tie rods and spikes have become loose. The head of the subsection has neglected running repair in favor of capital and medium repair. The subsection is lagging with the preparation of snow fences, having made only 50 out of the 1,300 called for by the plan.

HUMP YARDS PREPARE FOR WINTER -- Gudok, No 115, 25 Sep 49

The eastern mechanized hump of the Yasinovataya station has been prepared for winter. Car retarders of a new design have been installed and capital repair of compressors and centrally controlled switches has been completed. Workers of the eastern hump were aided in these operations by workers of the western hump.

Gudok, No 112, 18 Sep 49

Preparation for winter of the mechanized hump yard in the Irkutsk Station was begun in May. Buildings have been repaired, the compressor and air system building has been reconditioned, switches have been put in order, and supplies of sand and brake blocks have been laid in.

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Formerly, the car retarders in the station lacked sufficient power to brake cars coming off the hump. At present, half the retarders have been replaced by the more powerful M-40 retarders, and the rest have been repaired and partially modernized. Replacement of each pair of retarders took not more than 30 hours, during which there was no curtailment of the hump's operations.

To prevent condensation and freezing of water in the air lines, three supplementary water separators have been installed in the lowest places in the air system.

The hump year to the Irkutsk Station handles more than 75 percent of all the freight-car flow going in both directions on the Transsiberian Railroad.

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